

1 FEBRUARY 1998

Maintenance

***DROPPED OBJECT PREVENTION
PROGRAM (DOPP)***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 89 LG/QA (SSgt Borja)

Certified by: 89 LG/CC (Col Wright)

Pages: 7

Distribution: F;X: HQ AMC/LGQ...2

This instruction establishes responsibilities and local procedures for reporting objects dropped during “aircrew operation” from active duty AMC aircraft assigned to and transiting Andrews AFB, MD. This instruction is written in accordance with (IAW) AMCI 21-103, May 1997, implementing AFD 21-1, *Managing Aerospace Equipment Maintenance*, August 1993. It applies to all active duty AMC, Air Force Reserve Command (AFRC) personnel, and any other Air Force members who operate, manage, repair, inspect, or maintain aircraft including command and control activities assigned to Andrews AFB, MD. It applies to active duty AMC tenant units but applies only to Air National Guard units upon mobilization.

SUMMARY OF REVISIONS

This instruction updates the DOPP and changes applicability to include AFRC and Air Mobility Support Squadron (AMSS) units. It adds applicability to ANG units upon mobilization and gives direction for program management for off-station mobilized forces. The unit monthly summary report requirement is deleted. (|) indicates revised information.

1. Definition . A dropped object is any aircraft part, component, surface, or other item lost during aircrew operations, unless intentionally jettisoned, from engine start to engine shutdown.

2. Responsibilities . All active duty AMC and AFRC units will participate in the DOPP. The 89th Logistics Group Quality Assurance (89 LG/QA) office will be the point of contact and will be notified of all dropped object incidents.

3. Program Implementation . Ensure emphasis is placed on aircraft panels during inspection and servicing requirements, while undergoing repair of potential problem areas during aircraft down-time, home station checks (HSC) and isochronal (ISO) inspections. The following areas will aid in quality maintenance and product improvement initiatives:

3.1. DOPP monitors will work closely with maintenance personnel, 89th Airlift Wing Command Post (89 AW/CP), Maintenance Aircraft Coordination Center (MACC) and 89 LG/QA for reporting assistance.

4. Reporting Procedures . Must be timely and accurate. Upon discovery of a suspected dropped object the MACC will notify the 89 AW/CP Duty Officer/ Senior Controller, who in turn, notifies the 89 AW/CC. The Wing Commander will determine if an OPREP-3 will be issued. If it is determined that an OPREP-3 will be sent, a copy will be conveyed through MACC within 72 hours to HQ AMC/LGA/LGF/LGQ.

4.1. As a follow-up to the report made through the MACC, the 89 LG/QA DOPP Manager will submit a DOPP report by message to HQ AMC/LGA/LGF/LGQ, Numbered Air Force (NAF), and HQ AFRC/LGMA (only if a DOPP occurs on a reserve unit aircraft) regardless of whether or not the loss is reportable under AFI 91-204, *Investigating and Reporting US Air Force Mishaps*, July 1994. Please ensure reporting of any dropped object incidents to the 89 LG/QA office within 24 hours after discovery.

4.2. Aircraft maintained by 89th Airlift Wing (89AW) Maintenance Squadrons:

4.2.1. The person(s) discovering a dropped object incident at home station will immediately notify their respective maintenance production superintendent (pro super), or designee and provide the necessary information regarding the find. The pro super will investigate the condition and determine whether or not it is a dropped object. Upon positive determination, the pro super will complete AAFB Form 386, Dropped Object Prevention Program Incident Report Worksheet, ([Attachment 1](#); items 2 thru 16) and notify the 89 AW/CP and MACC. The MACC will then contact the 89 LG/QA office superintendent or designee. The pro super will ensure AAFB Form 386 is forwarded to the 89 LG/QA office within 24 hours of incident.

4.2.2. 1st Helicopter Squadron's (1 HS) pro super will notify Mission Control (MC), who will notify 89 AW/CP and the squadron QA office. The squadron QA office will contact the 89 LG/QA office superintendent, or designee. The squadron QA office will ensure AAFB Form 386, ([Attachment 1](#); items 2 thru 16) is completed and forwarded to the 89 LG/QA office within 24 hours of incident.

4.2.3. If an 89AW aircraft incurs a dropped object incident away from homestation, the aircraft commander (AC) or designee will complete AAFB Form 386, ([Attachment 1](#), items 2 thru 10, 13, and 16) and notify the 89 AW/CP and MACC of the aircraft's condition. The MACC will immediately notify the squadron DOPP monitor, pro super or designee, and the 89 LG/QA office so preparations can be made for investigation upon the aircraft returning to homestation. The AC or designee will ensure a copy of AAFB Form 386 is forwarded to the 89 LG/QA office within 24 hours upon the aircraft returning to homestation.

4.2.4. If a 1 HS aircraft incurs a dropped object incident away from homestation, the AC or designee will complete AAFB Form 386 ([Attachment 1](#), items 2 thru 10, 13, and 16) and notify MC of the aircraft's condition. MC will immediately notify 89 AW/CP, maintenance pro super, and the squadron QA office so preparations can be made for investigation upon the aircraft returning to home station. If MC is not available, the AC or designee will contact 89 AW/CP direct. The 89 AW/CP will contact the Supervisor of Flying (SOF) for the day, who will initiate the pertinent phone calls to the appropriate personnel. The AC or designee will ensure a copy of AAFB Form

386 is forwarded to the pro super for completion. The squadron QA office will ensure AAFB Form 386 is forwarded to the 89 LG/QA office within 24 hours upon the aircraft returning to homestation.

4.2.5. All active duty AMC and AFRC transient aircraft with a suspected dropped object incident(s) will follow the same reporting and investigation procedures as outlined in paragraph 4.2.1.

4.3. AMC aircraft maintained by Civilian Aircraft Maintenance Contractors (457th Airlift Squadron and AFFSA):

4.3.1. The person(s) discovering a dropped object incident at homestation will immediately notify the 457AS Quality Assurance Representatives (457AS/QAR) and provide the necessary information regarding the find. The civilian maintenance contractor site supervisor on duty will investigate the condition and determine whether or not it is a dropped object. The 457AS/QAR will assist with investigation requirements. Upon positive determination, the 457AS/QAR will assist the civilian maintenance personnel by completing AAFB Form 386 ([Attachment 1](#); items 2 thru 16) and notifying the 89 AW/CP and MACC. The MACC will then contact the 89 LG/QA office. The 457AS/QAR will ensure AAFB Form 386 is forwarded to the 89 LG/QA office within 24 hours of incident.

4.3.2. If a contract maintenance aircraft incurs a dropped object incident away from homestation, the aircraft commander or designee will complete AAFB Form 386 ([Attachment 1](#); items 2 thru 10, 13, and 16) and notify the 89 AW/CP and MACC of the aircraft's condition. The MACC will immediately notify the civilian maintenance contractor site supervisor and the 89 LG/QA office so preparations can be made for investigation upon the aircraft's return to homestation (contractors will contact the 457AS/QAR). The AC or designee will ensure a copy of AAFB Form 386 is forwarded to the 89 LG/QA office within 24 hours upon the aircraft return to homestation.

4.3.3. The reporting procedures have been flowcharted. [Attachment 2](#) and [Attachment 3](#) are the various reporting processes.

5. Prevention of Dropped Objects . Dropped object prevention begins when the aircraft panel(s) or door(s) is opened for inspection and/or maintenance. This also includes any other component(s) that is subject to being dropped during aircraft operation.

5.1. Document removed panel(s) or door(s) with a **“Red X”** symbol and sign off IAW written directives. After panel(s) or door(s) replacement, maintenance personnel must ensure proper fit. Place special emphasis on latches and fasteners as they are the prime contributors to dropped objects.

5.2. Maintenance inspection and repair flights will ensure compliance of a “second-look” inspection program for aircraft panel(s). Secondary structure(s) and panel(s) inspections are initially performed before flight crew arrival and after maintenance actions during the launch sequence. A certified inspector will perform the inspections and document AFTO Form 781A, **Maintenance Discrepancy and Work Document**, using a **“Red X”** symbol. The individual performing the inspection will sign the “inspected by” block of the form.

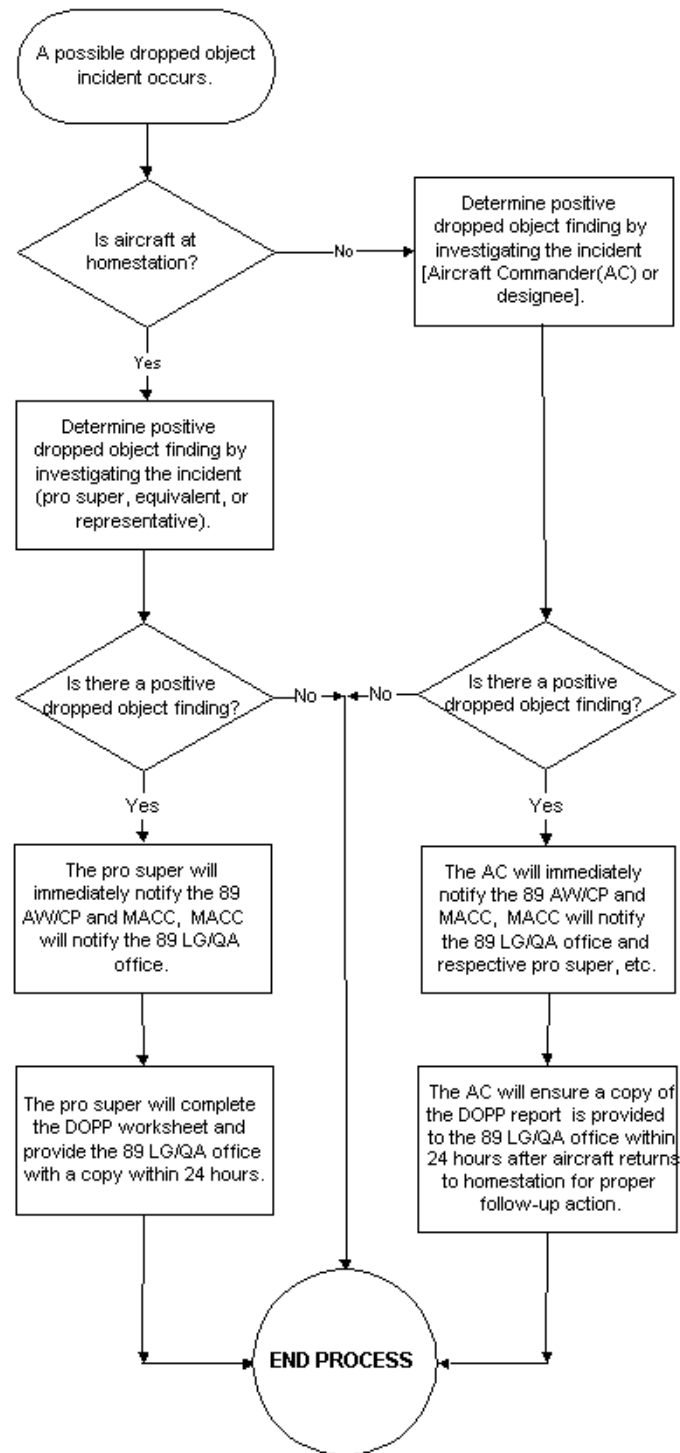
ARTHUR J. LICHTE, Brigadier General, USAF
Commander

Attachment 1

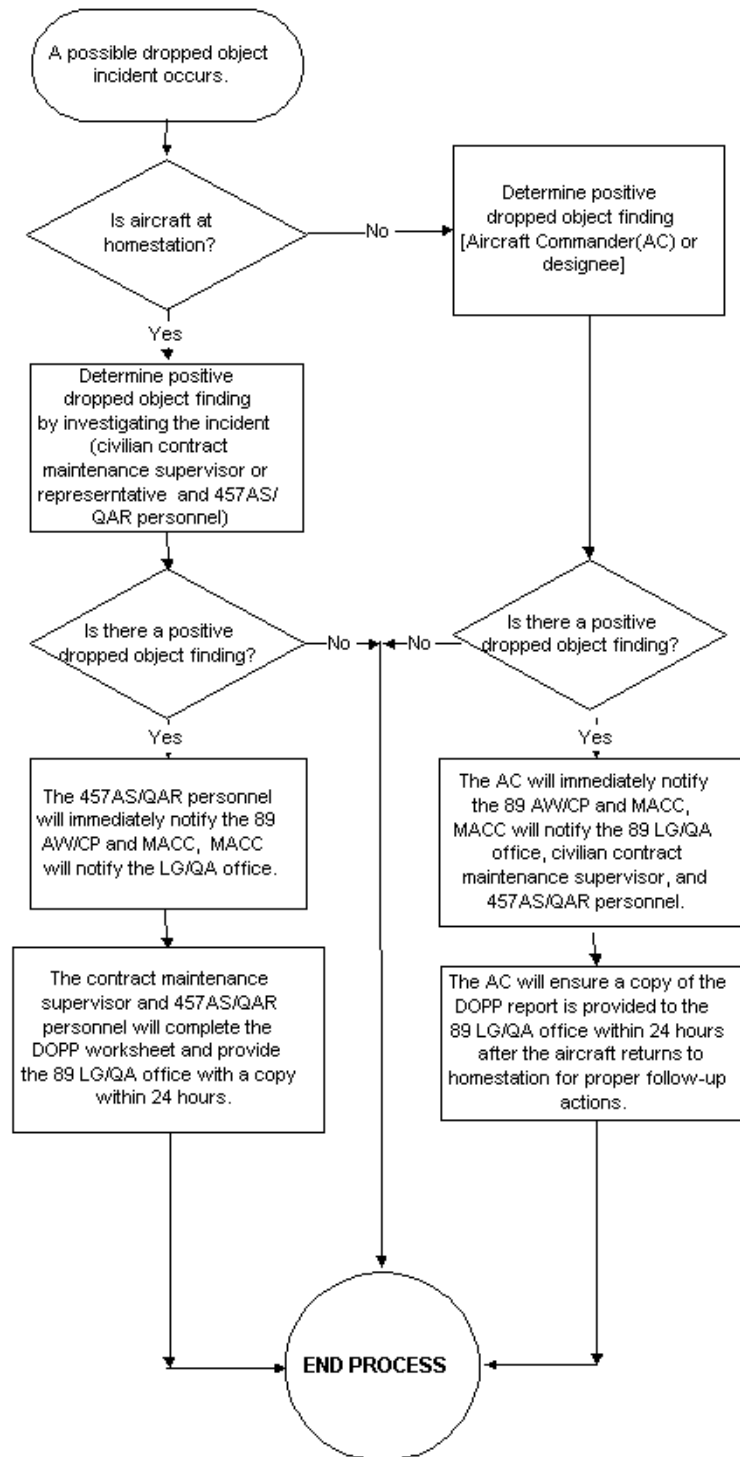
89 AW FORM 386, DROPPED OBJECT PREVENTION PROGRAM INCIDENT REPORT WORKSHEET

DROPPED OBJECT PREVENTION PROGRAM INCIDENT REPORT WORKSHEET		
1. <u>Report Number (assigned by IG/PI office):</u>		
2. <u>MDS:</u>	3. <u>Tail Number:</u>	
4. <u>Owning Organization:</u>		
5. <u>Origin of Sootie:</u>	6. <u>Date of Incident:</u>	
<u>Discovery location (if different than origin):</u>		
7. <u>Item, Noun, and Description of Part (applicable with aircraft -4 series technical order):</u>		
8. <u>TO figure and index:</u>		
9. <u>Part Number:</u>	10. <u>Work Unit Code:</u>	
11. <u>Date of last HSC:</u>	<u>Date of last ISO:</u>	<u>Date of last INSP:</u>
12. <u>Last maintenance performed in the area:</u>		
<u>Date last maintenance performed in area:</u>		
13. <u>Investigation findings:</u>		
14. <u>Cost in dollars to repair or replace as appropriate:</u>		
<u>Cost in manhours to repair:</u>		
15. <u>Action to prevent recurrence:</u>		
16. <u>Other pertinent information:</u>		

Attachment 2

**89 AW LOGISTICS GROUP MAINTENANCE UNITS
DOPP REPORTING PROCEDURES FLOWCHART**

Attachment 3

**89 AW CIVILIAN CONTRACT MAINTENANCE
DOPP REPORTING PROCEDURES FLOWCHART**

Attachment 4

**89 AW OPERATIONS GROUP MAINTENANCE UNITS
DOPP REPORTING PROCEDURES FLOWCHART**